

2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at <http://www.psrc.org/projects/tip/index.htm>.

Puget Sound Regional Council

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to TIPRPEC@psrc.org. Please name the file "(Agency): (Project title)". If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lbarris@psrc.org. All applications must be submitted by **May 1, 2006**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-464-7892 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	Project title: Pacific Highway South HOV Lanes (Dash Point Road to South 312th Street) For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	Destination 2030 ID#: 1200 In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm . For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org .

3	<p>a. Sponsoring agency: City of Federal Way</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor?</p>
4	<p>Project contact person: Al Emter, Street Systems Project Engineer</p> <p>Address: 33325 8th Avenue South, P.O. Box 9718, Federal Way, WA 98063-9718</p> <p>Phone: 253-835-2721</p> <p>Fax: 253-835-2709</p> <p>E-Mail: al.emter@cityoffederalway.com</p>
5	<p>Project description. Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p>This project will reconstruct portions of and widen Pacific Highway South (SR 99), provide, HOV lanes, transit pullouts, transit shelters, provisions for transit signal priority, curb, gutter and sidewalk, medians, landscaping, new and modified signal systems, channelization, street lighting systems, undergrounding the overhead utilities, implement access management, and drainage system improvements.</p> <p>This project is the final gap of the corridor, continuing the improvements on Pacific Highway South/International Blvd from South 340th Street in Federal Way to South 116th Street in Tukwila.</p>
6	<p>Project location: City of Federal Way</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Dash Point Road (SR 509)</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): South 312th Street</p>
7	<p>Map: 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects.

Rural Functional Classifications
"Under 5,000 population"

(Outside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **01** Principal Arterial - Interstate
- ☐ **02** Principal Arterial
- ☐ **06** Minor Arterial
- ☐ **07** Major Collector
- ☐ **08** Minor Collector
- ☐ **09** Local Access
- ☐ **21** Proposed Principal Arterial – Interstate
- ☐ **22** Proposed Principal Arterial
- ☐ **26** Proposed Minor Arterial
- ☐ **27** Proposed Major Collector
- ☐ **28** Proposed Minor Collector
- ☐ **29** Proposed Local Access

Urban Functional Classifications
"Over 5,000 population"

(Inside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **11** Principal Arterial – Interstate
- ☐ **12** Principal Arterial – Expressway
- ☒ **14** Principal Arterial
- ☐ **16** Minor Arterial
- ☐ **17** Collector
- ☐ **19** Local Access
- ☐ **31** Proposed Principal Arterial – Interstate
- ☐ **32** Proposed Principal Arterial – Expressway
- ☐ **34** Proposed Principal Arterial
- ☐ **36** Proposed Minor Arterial
- ☐ **37** Proposed Collector
- ☐ **39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpairo@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 01/07/03

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- ☐ The project is located outside the designated urban growth area.
(Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- ☒ The project is located within the designated urban growth area.
- ☐ The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <http://www.psrc.org/projects/monitoring/rqc.htm> for more information.)

c. Is the project specifically identified in a local comprehensive plan?

- ☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
City of Federal Way Comprehensive Plan, Chapter III, Transportation. Section 3-1, pgs III-11 to III-43, identifies Pacific Highway South as a primary roadway in Federal Way planning area and listed in projects to meet the goals and policies adopted by the City of Federal Way. Section 3-2, pgs III-43 to III-50, identifies Pacific Highway South as benefiting from Transportation System Management (TSM) meeting the goals and policies adopted by the City of Federal Way. Section 3-6, pgs III-78 to III-80, identifies Pacific Highway South as listed on the King County Arterial HOV Plan and meets the goals and policies adopted by the City of Federal Way. Section 3-10, pgs III-88 to III-138, identifies Pacific Highway South HOV Lanes Phase IV (ranked #13) on the Transportation Improvement Plan (TIP) 2006 - 2011 meeting the goals and policies adopted by the City of Federal Way.
- ☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- ☐ Designated Urban Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☒ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/index.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org. Information on the 2005 adopted Regional Economic Strategy and the five targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Jeff Raker at 206-464-6179 or jraker@psrc.org.

A. Designated Urban Centers (50 Points)

Instructions: Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project

benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment)?

- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice² and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12 or 13.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice³ and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at <http://www.psrc.org/datapubs/ej/index.htm>, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

² see footnote above

³ see footnote above

- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

BENEFIT TO CENTER

The Pacific Highway / International Boulevard corridor is identified in Regional Network of High Occupancy Vehicle Lanes, the Regional Arterial Network (RAN) and Freight Mobility. This N-S corridor parallels I-5, and at various locations, provides connections to I-5 interchanges, serves as the south access to SeaTac Airport, and will provide connections and access to the proposed SR 509. The adjoining and surrounding areas are densely developed and populated. This corridor has been on the list of High Accident Corridor (HAC), High Accident Location (HAL) and Pedestrian Accident Location (PAL). These projects will improve traffic operations and safety, alleviate traffic congestion, reduce accidents, reduce SOV, promote economic vitality, decreased criminal activity and provide an aesthetically vibrant transportation corridor. These projects are integral part in connecting the designated urban centers in Federal Way and SeaTac and designated manufacturing / industrial centers at North Tukwila and Duwamish. These projects will encourage carpooling and transit use by providing HOV lanes on segments of Pacific Highway South / International Boulevard, bus pullouts and shelters, provisions for transit system priority, signal coordination and connections to several park and ride facilities along the corridor. These projects encourage pedestrian and bicycle use by providing sidewalks, mid-block crossings, signalized pedestrian crossings, and bike lanes on segments of Pacific Highway South / International Boulevard. The current zoning of the properties near the projects include low-density residential, medium-density residential, high-density residential and mixed-use retail.

Areas within these projects are identified with greater than 45.2% of residents classified as low & moderate income, minority, and other protected classes as identified in the presidential Executive Order for Environmental Justice. These projects provide sidewalks, mid-block crossings, signalized pedestrian crossings, and bike lanes on segments of Pacific Highway South / International Boulevard giving residents easier access to the transit facilities, access to the park and rides, access to the local retail business and access to local recreation facilities. The residents can use the transit facilities to access retail businesses in the urban centers, to work and to recreation facilities.

This project will be accessed by Information Technology, Life Sciences and Logistics & International Trade employment clusters, 695 jobs at 46 locations, within the City Center at the termini of this project. This project provides HOV lanes and sidewalks on Pacific Highway South giving residents and employees easier access to the transit facilities, to the park and ride facilities, to the local retail business and to local recreation facilities. The residents and employees can use the transit facilities to access retail businesses in the urban centers, employment clusters, to work and to recreation facilities.

SYSTEM CONTINUITY

This project is the final gap between South 340th Street in Federal Way to South 116th Street in Tukwila and a continuing commitment for the redevelopment of the Pacific Highway South/International Boulevard. The municipalities of Tukwila, Seatac, Des Moines, Kent and Federal Way along with the agencies of King County and WSDOT are committed to completing this corridor. Of the 16 projects on this corridor, 8 projects are complete, 2 projects are under construction, 4 projects will start construction this year, this project is under design, and only 1 project (Federal Way, Pacific Highway South HOV Lanes Phase V) is unfunded. The total corridor improvement cost is estimated at \$204.1 Million. Of this amount, \$175.6 Million has been vested in this corridor and only \$28.5 Million remain to complete this corridor redevelopment. Completing this project will provide continuity for Transit/HOV lanes and facilities along this corridor.

SUSTAINABILITY

This project will add HOV lanes consistent to the majority of the corridor, left and right turn lanes, install new signal systems, interconnect signal systems and implement access management. These improvements will improve the traffic capacity and alleviate current traffic congestion resulting in travel time savings. Bus pullouts, transit shelters, HOV lanes and provisions for transit signal priority will improve transit access to park and ride facilities and encourage transit ridership. This project is a continuation of the commitment for HOV lanes through the entire Pacific Highway South / International Boulevard Corridor. Ten years after opening, traffic volumes along the corridor will have grown due to new developments along the corridor, and growth within the Des Moines Business District and SeaTac and Federal Way Urban Centers. The Level Of Service along the corridor will maintain LOS E or better for signalized intersections. Sustainable solutions will include improved water quality in the various drainage basins along this corridor (Hylebos Creek, Des Moines Creek, and Gilliam Creek) which will be accomplished by the construction of stormwater collection, detention and treatment facilities that meet current stormwater and environmental requirements for roadway runoff. Implementing landscaped medians and roadside planters will reduce the existing impervious area, and reduce the amount of pollution generating surface area. Improvements to roadway and pedestrian lighting will improve safety and deter criminal activity resulting in improved livability for users and residents along the corridor.

SAFETY

Currently, there are minimal curb sections; driveways are undesignated in most locations. This project provides curb, gutter and sidewalk designating driveway locations. This project eliminates most of the two-way left-turn lane, adds planted medians and encourage left-turn and U-turn movements to signalized intersections.

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

14. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

14A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

(select one) - Certification Audit by WSDOT of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

a. Final FHWA approval of environmental documents	09/07
MTP Status from Candidate to Approved	12/07
Obligate ROW Funds	01/08
b. True Cost Estimate for ROW	06/07
c. ROW Plans	06/07
e. ROW Certification	09/08
Obligate Construction Funds	11/08
f. Certification Audit by WSDOT RW Analyst	09/08
h. Engineer's Estimate	06/07
i All environmental permits obtained	09/07

15. Financial plan: Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
ROW	01/01/08	STP	\$2,000,000
CN	11/01/08	STP	\$5,000,000
			\$
Totals:			\$7,000,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design	11/21/05	TIB	\$813,585
Design	02/15/06	STPU	\$440,584
Design	01/01/05	Local	\$180,831
ROW	11/21/05	TIB	\$1,552,204
ROW	01/01/05	Local	\$447,796
CN	11/01/08	TIB	\$5,811,320
CN	11/01/08	Local	\$471,706
TOTAL:			\$9,718,026

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
CN	11/01/08	Local	\$2,383,974
			\$
			\$
			\$
			\$
TOTAL:			\$2,383,974

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$ 1,435,000	Preliminary Engineering/Design:	12/31/08
Right of Way:	\$ 4,000,000	Right of Way:	09/01/09
Construction:	\$13,667,000	Construction:	11/30/10
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$19,102,000	Estimated date of completion (i.e. open for use)	11/30/10

- E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**
ROW and CN
- F. If unable to completely fill out Table D (Total Project Cost):** Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

It is expected that this project will cause a substantial transportation mode shift. From the outset, an important concept behind this project was not just to increase corridor vehicle capacity, but also to lower corridor traffic volume through increased alternate transportation use. This concept is seen as a more forward thinking approach for long-term improvement of the corridor's overall functionality.

An important goal of these projects is to attract SOV drivers to transit. This project will also increase transit ridership by improving the performance and accessibility of the system. Transit time will be shortened by HOV Lanes and transit signal priority. Better accessibility to Park and Ride Lots, conveniently placed bus pullouts and shelters, and improved pedestrian facilities will draw even more transit users. Carpooling is also expected to increase as motorists see the increased level of service provided by the HOV lanes.

Pedestrian use of the corridor will increase because of the improved pedestrian facilities provided under this project. Pedestrian improvements include sidewalks, crosswalks, better illumination, and access control. These facilities should increase the amount of walking between schools, restaurants, and retail stores along the corridor.

The combination of increased transit use, more carpooling, and greater pedestrian usage will reduce VMT thereby reducing both congestion and vehicle emissions.

This project will improve traffic flow thus reducing the amount of idling vehicles. Currently, vehicle idling on the corridor is primarily caused by signalized intersection delay. Improvement of overall intersection LOS will reduce the amount of time vehicles are forced to idle. Intersection LOS increases will be accomplished throughout the corridor by improving intersection capacity (left turn lanes, right turn lanes) and optimizing and coordinating traffic flow through new interconnected signal systems. Another benefit of this LOS increase is shortened trip times.

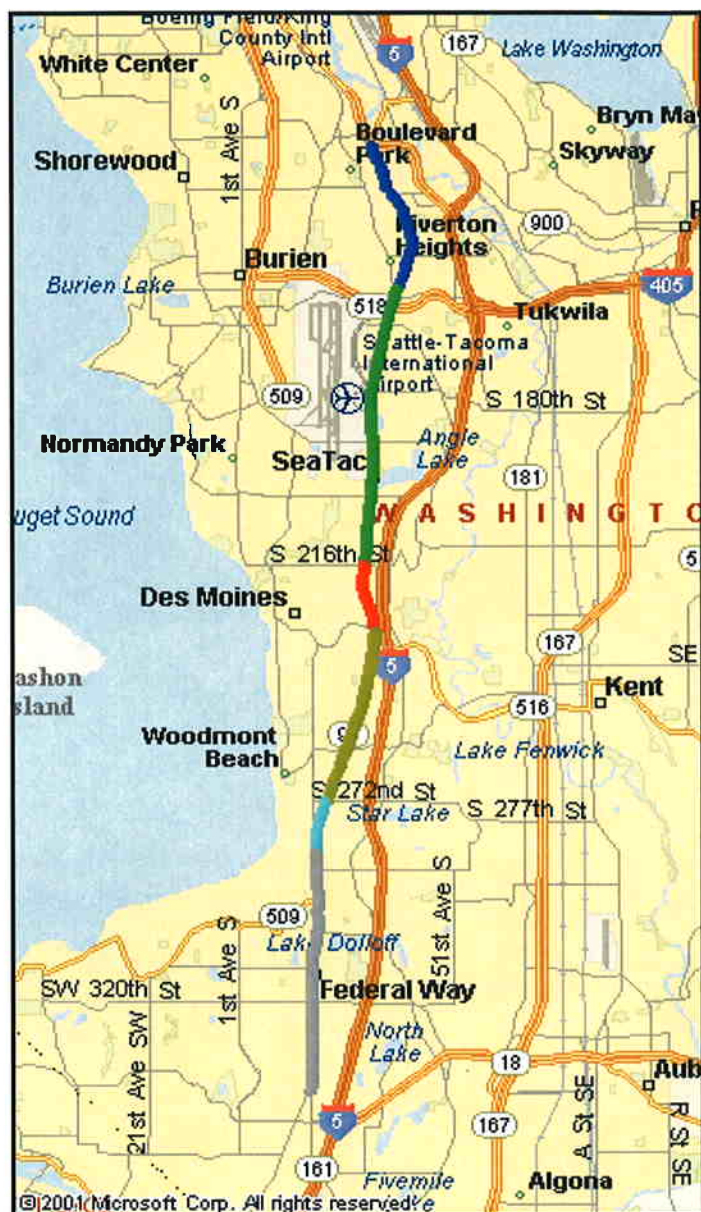
F. Other Considerations (No Points)

- 17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

These funds are for the Program Years 2008-2010. This project will be able to obligate these funds in 2008.

City of Federal Way
Pacific Highway South HOV Lanes Phase IV
(Dash Point Road to South 312th Street)

Pacific Highway South / International Boulevard Corridor Redevelopment Projects



PROJECT LOCATION	CURRENT STATUS
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TUKWILA	
South 116th Street to South 132nd Street	Ad 2006
South 132nd Street to South 138th Street	Ad 2006
South 138th Street to South 152nd Street	Completed

SEATAC	
South 152nd Street to South 170th Street	Completed
South 170th Street to South 188th Street	Completed
South 188th Street to South 200th Street	Completed
South 200th Street to South 216th Street	Completed

DES MOINES	
South 216th Street to Kent-Des Moines Road	Completed

KENT	
Kent-Des Moines Road to South 252nd Street	Under Construcion
South 252nd Street to South 272nd Street	Under Construcion

WSDOT	
South 272nd Street to South 284th Street	Ad 2006

FEDERAL WAY	
South 284th Street to Dash Point Road	Ad 2006
Dash Point Road to South 312th Street	Under Design
South 312th Street to South 324th Street	Completed
South 324th Street to South 340th Street	Completed
South 340th Street to South 356th Street	Unfunded